

Dawson Wallops the National Limited



JOE DAWSON, DRIVER OF THE CHALMERS NEW 24-HOUR RECORD OF 1,898 MILES, DECISIVELY WHIPPED THE CRACK NATIONAL SPECIAL OF THE BALTIMORE AND OHIO ON WEDNESDAY. ALTHOUGH HE APPEARS TO BE TRAILING THE TRAIN, IN FACT HE LEADS IT BY SEVERAL LENGTHS.

BRITISH PETROLEUM COMPANIES IN POOL

In pursuance of the suggestion recently made in England, several of the leading British petroleum companies have arranged to pool their distributing facilities throughout the country and the ships now employed bringing oil from abroad, says the Power Wagon.

A committee, known as the pool board, petroleum supplies, has been

formed at the offices of the ministry of munitions, and consists of representatives of the Anglo-American Oil, Anglo-Mexican Petroleum, Bowring Petroleum, "Shell" Marketing, British Petroleum, Homelight Oil, Union Petroleum Products and H. P. Wheatley companies.

All petroleum products except lubricating oils will be distributed by the pool board under special war brands. The object of the system is the release of men for the army and navy, through avoiding duplication of effort in handling, shipping, storing and distributing oil products.

THIS WAY

THIS WAY TO
EXPERIENCE

The Greatest Theatrical Advertisement Ever Published.
The Greatest American Play.

See "EXPERIENCE" at the Belasco Next Week

MOTOR TRUCKS WOULD SHORTEN ARMY TRAIN

Would Cut Mile From Each Division's Marching Line.

The use of motor trucks will effect a considerable reduction in the marching length of an army division, says the Power Wagon.

At present a division of infantry requires in mobile equipment for each of the sixteen cantonments 6,844 horses, 4,875 mules, 1,009 wagons (of which 300 are to carry the rationals), fifty 3-inch guns, twenty-five 3-inch howitzers, 92 machine guns, 32,000 rifles, 12 motor cars, 67 motor trucks, 64 motorcycles, 12 aeroplanes, 48 ambulances, and 328 other vehicles. This equipment provides for the needs of 32,000 men. If the division is motorized its marching length will be shortened one mile, and the number of horses and mules will be materially reduced. Under those conditions the equipment will include 6,713 horses, 2,587 mules, 34 motor cars, 627 motor trucks, and 106 motorcycles, the other equipment remaining the same.

DAWSON WHIPS CRACK FLYER IN CHALMERS CAR

Joe Dawson, holder of the new twenty-four-hour record of 1,898 miles, made in a stock Chalmers speedster at Sheepshead bay three weeks ago, walloped the much mentioned stuffing out of the National special, the fast New York to Washington train of the Baltimore and Ohio.

Joe had often heard of the Capital City in the newspapers, and especially Congress gave him much thought. "These birds," thought he, "are about the finest bunch of low-gear artists ever gathered under one tent. I guess I'll go down there and show them a little speed."

And he did. Accompanied by W. F. Sturm, Chalmers' special contest manager, Dawson left Detroit about ten days ago bound for New York and Washington. Sturm, who knows about 2,000,000 miles of road all over this country, was admirably picked for the job. They arrived here on Monday. Joe had gotten thoroughly disgusted with New York because he could not get arrested for speeding. The only time a cop held him up was to compliment him on his quick getaway and clever driving.

By Tuesday night Dawson longed for something to do. He wanted, if it were possible, to "grab a record or something." He was lonesome for the ear-splitting scream of exhaust. It was fixed.

Wednesday afternoon, when the National limited tore over the grade beyond Mulhirk, the engineer was struck in the back by a lump of coal. He scowled angrily at the fireman, and reached down to throw it back, when his attention was distracted by the latter's motioning arm. He looked in the direction indicated, and saw a black-and-white wasp shaped car hurtling along the road by the railroad tracks.

The light car, splitting the wind with terrific speed, was pulling up on the train. It lost a little on the turn which took it away from the tracks above Annapolis, but rounding into the Annapolis stretch, it steadily gained.

Dawson gave one short glance at the train. Before him was half a mile—three quarters of a mile straightway. Faster and faster the speedster flew until, passing Annapolis and the photographer, he had three lengths on the crack flyer.

The engineer waved his encouragement, but Dawson did not see it. Out of the tail of his eye he saw a patch of green field across the railroad track. Rapidly now, he widened that patch until when Dawson reached the outskirts of Beltsville, he had a clean lead of seventy-five yards.

A pretty fast "lead" as "mable" one, but one commendable particularly because it was made with a stock chassis, a certified model of which may be purchased from any Chalmers dealer in America.

Dawson, to whom such work is merely exhilarating play, leaves with Sturm tomorrow night.

The association of these two is remarkable. Neither does anything without consulting the other. Sturm, than whom there are few better posted automobile writers in the country, has managed and ridden on every cross-country record run in the last few years. The Stutz record from San Diego to New York was planned by him, as were the Cadillac and still unborn Hudson twin coast to coast runs. Consequently Dawson places unlimited confidence in his colleague, and Sturm thinks there is no one quite as capable in motor matters as Joe.

We shall hear more of these two. The one a brilliant mechanic and inspired driver, the other a genius of the written word and best equipped judge of speed and its accomplishment in America.

One of the surprises of both the twenty-four hour record and the race against the train is the unstinted worth of the new U. S. Royal Cord tires. The public has to learn that these have their place among the finest tires made. Dawson could not be converted to any other tire and if one is to judge by their performance, they are ruggedly built for any ordinary service and rise to supremacy over any condition of travel, speed or weather.

That their mileage is long may not be questioned after the service they rendered Dawson and the Chalmers in the gruelling 24-hour grind, and their saving in gasoline is no inconsiderable factor in these difficult times.

WAR DEPT. ORDERS 4,000 MOTORCYCLES

American Troops in France Will Use Machines.

That motorcycles are to play a very important part as equipment of our fighting forces in France, is indicated in the awarding of contracts amounting to nearly \$1,000,000, covering 4,000 machines to be delivered to the War Department within the next four months. Motorcycles have become indispensable in war, both in transportation service and dispatch bearing. As the Goodyear Tire and Rubber Company is supplying tires for about three-fourths of all the new motorcycles built in this country, it is expected that the majority of the new Government machines will bear Goodyear tire equipment.

DR. EGAN RECOVERING.

COPENHAGEN, Sept. 1.—Dr. Maurice F. Egan, the American minister, who recently underwent an operation, continues to make satisfactory progress toward recovery.

AUTOMOBILES

Motorcycles and Accessories

ACCESSORIES

National Electric Supply Co., 1228-1230 N. Y. Ave.

Barry and the Hupp



JACK BARRY, NEW HUPMOBILE DISTRIBUTOR, WAS SNAPPED BY THE CAMERA JUST AS HE WAS MAKING THE STATEMENT THAT HE WOULD TAKE THE HUPP UP THIRTY-FIFTH STREET PRECIPICE IN HIGH GEAR. MR. BARRY, AS ONE OF OUR VERY WORTHY CONTEMPORARIES INSISTS ON CALLING ITS AUTOMOBILE FRIENDS—BARRY WILL HAVE THIS OPPORTUNITY THE FIRST DRY DAY NEXT WEEK.

FINES SOLDIERS FOR "GUN-PLAY" ON STREET

Soldiers must not draw their weapons on the streets of Washington.

ton and threaten to shoot up persons against whom they fancy they have a grievance.

That soldiers who do so will be summarily dealt with by the court was indicated in Police Court when Judge Aukam fined Harry C. Speake and Kendrick Connor, two privates of the Sixth Regiment, Engineer

Corps, \$50 each on a charge of spectacular gun-play at Four-and-a-Half and F streets southwest Tuesday night. The sentence was suspended, however, when an officer from the regiment to which the men are attached assured the judge that they would be punished by military authorities.

SALESMAN HAS NAME LIKE AUTO-DIRECTORY

Briscoe Dodge Chandler Sells for Willys-Overland Co.

Speaking about names, combinations of names, unusual names and what they indicate—glance over this one.

Down in Paris, Tex., Willys-Overland, Inc., of Toledo, Ohio, has a salesman by the name of B. D. Chandler. In his communications with the factory, Chandler always signs his name with the two initials "B. D." The fact that his last name is that of a competing car excited very little, if any, comment at the factory because that is not unusual.

There are Fords, Mitchells, Abbots, Allens, Andersons, Haynes, Franklins, and many others, with the names of motor cars, who sell Overlands.

But the surprise at the factory came when they chanced to learn the full name of Chandler. It was revealed in a letter from a friend of his in Paris.

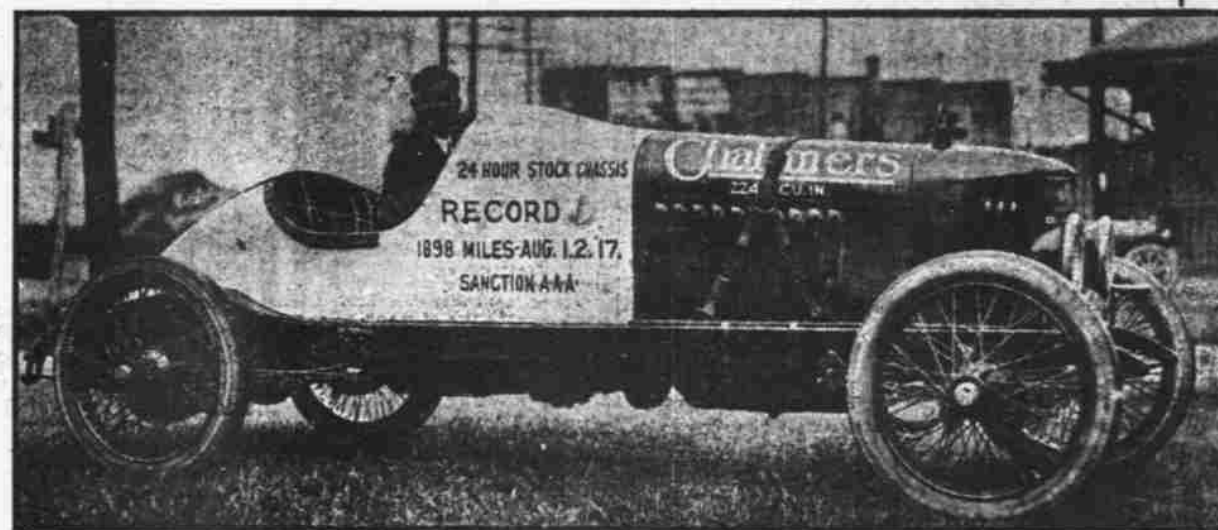
"Say," wrote the friend, "did you know that one of your salesmen here is named Briscoe Dodge Chandler?"

Yes, Briscoe Dodge Chandler sells Willys-Knights and Overlands. It took only the names of five makes of cars to tell that sentence of nine words.

BARTENDERS NOT EXEMPT.

MILTON, Va., Sept. 1.—"We believe this man can serve his country better in the army than he can serving drinks over the bar," was the comment of the local board in sending to the district board the claim for exemption by a bartender who said he was the only support of his wife and child.

Chalmers Wins Again!



Chalmers power, speed and stability proven on the road as well as track.

Wednesday afternoon on the Baltimore pike a stock Chalmers speedster decisively defeated the "National special" a crack B & O train.

Joe Dawson turned the trick in the same car in which he set a new stock car world's record for 24 hours at Sheepshead Bay Track on August 1 and 2. A duplicate of this car can be purchased from the sales floor of the Combs Motor Company.

But neither the 24 hour record nor the train victory are significant of Chalmers speed alone.

They prove something else besides speed—rugged construction, superb mechanism, efficiency and staunchness in sudden emergencies—strength to stand up mile after mile under severe conditions.

Your Chalmers may never be put to these tests, but it is comforting to know that when the emergency arises it will not be found wanting.

Combs Motor Co.
Connecticut Ave. at L NORTH 4189

DO YOU KNOW THIS MAN?
HE IS A GOOD PROSPECT
FOR A

COLE
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